

CHAT OF THE RACETRACK.

A CONSIDERATION OF RULE NO. 23.

SOME OF ITS SHORTCOMINGS—RACE NIGHT AT THE BROADWAY—BIG BETTING.

General Grant insisted on enforcing bad laws in order to bring about their repeal. It is the only simple, direct method, the only infallible cure. All new laws are experiments. You never know what they are till you've tried them. There's only one perfect law, and that is the law of nature. Laws may be made with the best possible intention and for the highest purpose, yet in their operation they may become dangerous and harmful. The rules of racing are laws for the government of the turf, and it is time to consider Rule No. 23, with a view to finding out if it is not a bad rule and worthy of speedy repeal. It was under this rule that the judges erred at Morris Park when they decided lots of because a horse was found to be short of his weight. It is not clear why the judges refused to take notice of the line at the top of all the programmes every day—when the numbers of all the horses starting for a race, with the names of their jockeys, have been exhibited officially, all bets stand. No matter what their opinion of Rule 23 might have been, it was evidently their duty to enforce the law. Perhaps the judges acted in good faith under Rule 76, which plainly confers on them the privilege of correcting mistakes. Rule 76 is one of the rules of racing. Rule 23 is one of the betting rules. It may have seemed to the judges that the former gave them the right to correct the latter.

Without attempting to excuse the judges, who would ask if any one was hurt by the declaration of all bets off? The persons who bet on Sir Arthur were angry because they got only 7 to 10 in the next books, whereas in the first books the odds were 6 to 5. But suppose the race had been run as the weights published on the programme? These people would have lost their money beyond question. In the opinion of the shrewdest judges of racing, Sir Arthur did not give Circular a five-pound beating. It was the extra five pounds that defeated Daly's colt. If he had won, all bets on him would have stood, under Rule 23, but he would have been disqualified. The purse would have been given to Sir Arthur, but all bets on Sir Arthur, to win, would have been lost. The failure of the judges to enforce the rule was a fortunate mistake for every one who bet on the race.

This rule gives the way to fraud. It opens wide the gates. See: Mr. A. has a horse in a race, and by the conditions he should carry 120 pounds, but Mr. A. puts him in at 100 pounds. The error in the weights is not discovered in the secretary's office, and Mr. A. and his friends bet large sums on the horse. He wins the race, weighs in at 100 pounds, and at that time the secretary discovers that the weights are wrong. It is all right. The bets stand, but the purse is taken away from Mr. A., and given to the second horse—but what does Mr. A. care? He has won \$80,000 on the race, and it makes no difference to him what becomes of the horse, or the purse. There is no difficulty in working off on an unsuspecting public such a scheme as this. It could be done any day.

Another objection: The public owing on the programme that the horse carries 100 pounds back him freely, sure that at the weights he could defeat his field. They set 5 to 1. At the last moment, as the horses are on the way to the post, the error in the weights is discovered, and the judges are informed. What can they do? Under Rule 23 they are able to do nothing, so far as the bets are concerned, but they are expected to correct the error in the horse's weight. That may be the order the jockey back to the scales and require him to make 120 pounds. The correction is made on the notice board, and as many as 100 persons happen to see it. Hundreds who have bet on him knew nothing of the change, and remain in ignorance. The race is run, and he is beaten. It is not understood how he could be beaten so easily with only 100 pounds on his back. The public are not yet aware that he carried 120. They read the papers and find out all about it the next day, and then there is ugly talk. They feel that they have been swindled. They were allowed to bet on a horse whose weight on the programme was 100 pounds, and who at that weight could have won, and after their money was in the ring the weights were increased twenty pounds; bets were not declared off, and they had to grin and bear it all. This is fair. And it is a case that may arise any day. The utter injustice of it is apparent to every one. It is a violation of the first rule of betting, "In all bets there must be a possibility to win when the bet is made."

It is a share and a deception. A man thinks he has a good thing at 100 pounds, bets on it, and afterward finds that it was a very bad thing at 120 pounds. See this Rule 23 in full:

"When the numbers of all the horses starting for a race, with the names of their jockeys, have been exhibited officially, all bets stand."

If a horse is disqualified for incorrect weight, bets on him are not affected by the disqualification, if he carried not less than the weight on the official programme, or as corrected on the notice board."

This rule was conceived in fairness and brought forth in equity, and the board of Control hoped that it would be of great advantage to the turf. But it will surely have to be changed. It is inequitable, and in certain applications impudent. Americans are, as a rule, opposed to the play-or-pay system of betting on races on the day they are run, and this rule practically brings them to that system. Under it everything goes after the numbers are hung up on the official board. If Tarai were to break his neck on the way to the post, and Domouche were put on his horse, bets would stand. It is difficult to find anything in favor of the rule. The members of the Board of Control are very intelligent gentlemen, and they are probably convinced that the rule will have to be amended.

"Race night" at the Broadway Theatre was an occasion of merriment among the followers of the turf. There was one box filled with judges, and two were crammed with jockeys, while all over the house were seen the familiar faces of trainers and owners. Mr. Rowe was a genial and watchful host. Superintendent, Fire Chief and Dr. Frank T. Clarke, of Sheephead Bay, had a box with A. J. Joyner. David Gideon occupied another with one or two friends. Your Uncle William Daly hovered about theoyer hand to see Bove start the race, as he had been advertised to do. But Rowe was modest, and Hopper was obliged to make his excuses. Hopper worked harder to please than Tarai worked on a beaten horse, and Miss Delta Fox was never still a moment. When the tiger crawled on the stage it required the united efforts of Colonel Simmons, Clarence McDowell and Mr. Fitzgerald to keep Colonel Funch Hall from leaping out of the box in a spasm of laughter. Colonel Hall is usually the most dignified of men, and his drollness always attracts the audience. On this occasion he gave way to the humor of the evening and complimented Mr. Hopper and Miss Fox in a most extraordinary demonstration of satisfaction with their performance. The scene between Tarai and Samuels Reed, and it is necessary to explain that their long disappearance from view after the flag fell was due to the fact that they and their boy horses had been sickly, and had to be sent to the vet. "Matt" Bynes said: "It will be a month before Tammy will be fit to race."

There was a large number of visitors at Tattersalls, Fifty-fifth and Seventy-eighth, yesterday. The attraction was the Belle Meade studs. Uncle "Bob" and his assistants were kept busily all day showing the young'uns. The following are some of the persons who were present: J. Galway, J. R. Keene, A. H. Morris, J. W. Walden, M. Bynes, G. E. Smith, J. E. McDonald, Louis Sturt, J. Higgins, A. Nelson, H. J. Grant and J. Bonham. The sale began promptly at 8 o'clock to-night.

JOHNSON A STARTER IN THE AMERICAN DERBY, Chicago, June 18. (Special)—Great interest is being taken in the American Derby at Washington Park. Those who have backed G. W. Johnson in the winter books will be relieved to learn that he is a certain starter for the American Derby, so far as the present intention of his owner is concerned. The horse, in company with another of Dr. Clark's, started late Saturday afternoon, and reached at 10 o'clock this morning. Little work was done at the track yesterday. Louison galloped a mile at an easy gait, and showed no disposition to sink. The good race for his stable companion Boudinless in the Chicago Derby yesterday, makes Louison's chance for the big race extremely bright. It is claimed both by the owner and trainer that Louison can run away from Boudinless in his work. If that is the case Louison must be better than Morello, for that cat had to hustle to keep even with Boudinless for a mile. Strathmore did an easy gallop and Oporto had a fast work, but was not up to the mark. The other horses—such as two-year-old Miss Boudinless, the third race at Hawthorne on Monday, Green Morris arrived yesterday with his stable, which consists of Judge Morrow, Strathmore, Pat Mallor, Jr., Strathmore, Lorine, Mrs. La Juive, Tattersall, Sir Pat, Miss Mackey, Ellen and Ilrene.

MANY TROTTERS SPEEDED AT FLEETWOOD. The fine weather of yesterday brought more than the usual number of Sunday visitors to Fleetwood. Amateurs and professionals alike took a hand in the speed trials on the track, which was in good condition after the wetting it received on Saturday. The best mile of the day was made by the brown mare Lucy Dooliv, pacing record, 2:11½, by Wedgewood. Lucy Dooliv is looking bigger and stronger than she did last year, when E. M. Lockwood, of Norwalk, had her down the rail. Lucy, who has a poor record, was given a trim by the veterans touts on the course, and nearly all the leads from paddock and stable came through them.

In the betting ring at Sheephead Bay Frank Clarke has set up an electric fountain, which blows a signal that the horses are at the post. At the head of the Fury Course he has placed a tremendous gilded bell, which when the horses run off will ring to the veterans touts on the course, and nearly all the leads from paddock and stable came through them.

The addition of the vault system in the weighing room is a capital move. Most of the rascality on the turf originated in the close relations that existed between the betting ring and the vaults. The latter were simply go-between. They got a vast amount of kick-back, and good, too. They got a kick-back to the veterans touts on the course, and nearly all the leads from paddock and stable came through them.

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John Kelly and David Gideon start for Chicago on Thursday. The former said on Saturday that he had a little trouble in getting to the "Circular Joe," the rampage was going to with "Circular Joe," the out-commissioner, does not like the idea of going to Washington Park. He anticipates much trouble in getting on Mr. Dwyer's mind in the trip. He has a poor record, and when he comes to the racecourse, other little improvements. All the dead and dying trees that stood in the field have been removed.

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He says that men are held up right in the open streets! He knows of a policeman who was held up the other day—"A policeman, mind you! And they took all he had, which wasn't more than \$2 or \$3. But it might have been more, don't you see?"

SHEEPHEAD BAY ENTRIES FOR TO-DAY. FIRST RACE—Special weights. Five and one-half furlongs.

Stomendal	12½	Crescent	105
Terrorizer	12½	Laughing Water	105
Bla	12½	White Rose	105
Lamhaka	12½	Victus	105
Sir Matthew	12½	Rosa H.	105

SECOND RACE—Three-year-olds. Selling. Future

FIRE—Weights. Five and one-half furlongs.

Pire Worth	11½	Clydesdale	105
Marshall	11½	Chatamoga	105
King et	11½	Brush	105
Bla	11½	Washington	105
Dawn on	11½	Lev	105
Grace Brown	11½	Lumber	105

THIRD RACE—SWEEPS STAKES. Three-year-olds. Selling. Future

8½-100 special weights. Seven furlongs.

WALSH'S Stable Sport

Empire Stable's Companion

M. F. Dwyer's Hammie

Jordon's St. Michael

Prospect's Day

W. M. Dwyer's Emily Boy

Bartons' Bill Skinner

G. L. McManamy Old Dominion

G. S. Smith's Wormser

The Suburban Handicap is to be run to-morrow. It is likely to be as attractive as in former years. In some quarters the handicapper is severely criticized because Lampighter is used as a favorite, and it is a favorite for the Suburban Turfmen say that a handicap can only be judged by the number of acceptances by owners and the weights allowed to their horses. The larger the number of acceptances the better the handicap is an odd test saying. In regard to the betting, "It cuts no figure," say the turfmen, "if some of the best horses with light weights are withdrawn and ten only contestants are left." The withdrawal of Lampighter makes Lampighter a pronounced favorite for the race. Banquet is well thought of by a number of shrewd turfmen, as it is not so popular with the Suburban Turfmen as many persons think it is.

Lampighter will carry 120 pounds, and will be ridden by a two week's rest. His work has been satisfactory to his trainer. He won a half mile on Saturday in 2:11½; he is not a good horse for him or against the watches. He is a racehorse only in manner. It is to be hoped that Sims rides him in such a manner that he will not be pocketed or posted, and that every jockey in the race tries his best to prevent him riding, so that the public and Mr. Lombard, the owner of Lampighter, will be satisfied when he comes over.

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AN INTERESTING CASE FOR DOCTORS.

Among the patients in the Eastern District Hospital is Henry Hoffman, a German sailor, thirty-six years old. Hoffman is suffering with a fractured vertebra, and has furnished an interesting case for the physicians in the hospital. The patient fell into the hold of the steamship Silver Craig, lying at South Second st., on April 5. A heavy block fell with him, striking him in the lumber region. A plaster cast was put around his body to make him as comfortable as possible for the few days they thought he would live. House-surgeon Thomas F. McCleary yesterday removed the cast. The patient seems almost well and the case is said to be one of the most surprising that has come to the attention of the medical profession this time. Dr. McCleary said yesterday that the lower part of his body was practically dead, while the upper part was in excellent condition. The patient may live a long time.

GATHERED ABOUT THE TOWN.

John Hayes, three years old, fell out of the third-story window at the rear of his home, No. 190 Columbia, yesterday morning. The child escaped with a contusion of his leg, although the distance was thirty feet to the pavement.

One of the first police reports of fireworks and of the season was posted yesterday. Michael Swanton, seventeen years old, while playing with matches and gunpowder in the back yard of the home, No. 141 Nineteenth st., was severely burned about the face. He was taken to the Norwegian Hospital.

While getting off trolley car No. 1025, of the Third-ave. line, near Eleventh st., yesterday morning, Thomas Scanlan fell and received a severe abrasion on the side of his head.

The elevated railroads did the biggest business on record yesterday. The Brooklyn Elevated road especially carried a great number of passengers. The trains were all crowded.

MEETING OF ALMUNIA.

MINIATURE ALMANAC.

SUNRISE 6:28 Moon sets 7:30 Moon sets 11:55 Moon's age 5.

HIGH WATER 29-DAY.

A.M.—Sandy Hook 11:05 Gov. Island 11:55 Hell Gate 1:48 P.M.—Sandy Hook 11:05 Gov. Island 12:10 Hell Gate 2:09

INCOMING STEAMERS.

TODAY.

Vessel Line From Line.

Victoria Rotterdam N.Y. Amer.

Dreamer New York N.Y. Amer.

Chester Liverpool Red Star.

Antwerp June 10 Red Star.

India Liverpool N.Y. Amer.

Reindeer Glasgow June 10 White Star.

Traveller Liverpool June 10 N.Y. Amer.

Havanna June 15 N.Y. Amer.

Outgoing Steamers.

TUESDAY, JUNE 20.

Vessel Line For Mail Class Vessel Sails.

America Timmaville Copenhagen 9:00 a.m. 3:00 p.m.

Chloride Clyde Cheshire 8:00 a.m. 3:00 p.m.

Clarendon New York Savannah 3:00 p.m. 3:00 p.m.

Cordial Coal Spanish Havanna 2:25 p.m. 3:00 p.m.

Spree S. G. Lloyd Sampsonville 9:00 a.m. 12:00 m.

Columbia Pacific Mail Sampsonville 10:00 a.m. 12:00 m.

Wednesday, JUNE 21.

Vessel Line For Mail Class Vessel Sails.

Alaska New York Havanna 1:00 p.m. 3:00 p.m.

Caribea Cuba Havana 1:00 p.m. 3:00 p.m.